

THE NATIONAL MUSEUM OF NAUTICAL
HISTORY AT STOCKHOLM, SWEDEN.

We have covered a good many maritime museums in LOG CHIPS in the past four years, but so far we have had nothing to say of one of the best, the Swedish National Museum of Nautical History, or, in Swedish, Statens Sjöhistoriska Museum. Unfortunately, we have not been able to visit it ourselves, nor have we the reactions of any LOG CHIPS reader to it. But thanks to several descriptive booklets sent us by the museum staff, we can comment with fair authority on some of the principal features of this excellent museum.

To begin with, the authorities responsible for the museum made a wise decision, and one that could be copied with good effect elsewhere, to separate completely the naval and commercial phases of their displays. The building, therefore, which was built in 1933-35 and is a long structure, laid out in the arc of a circle with a central round cupola, has two floors, with the naval exhibits on the ground floor and the commercial shipping department on the upper floor.

The mercantile exhibit was originally begun in 1913 by the Sveriges Sjöfartsmuseum and was formerly housed elsewhere in Stockholm. The first room entered by the visitor contains a general survey of the history of Swedish shipping from earliest times to the present by means of a series of models to the scale 1:200. A notable vessel in this series is STOCKHOLMS-HAXAN of 1816, the first Swedish steamboat.

From here the displays are arranged chronologically, beginning with a room of grave-rinds and other material from prehistoric times. The next room is pre-19th Century material, the prize being a votive model of a galleon dated about 1600, one of the oldest models in existence. The next display deals with the Swedish East India Company (1731-1813).

CHRISTMAS GIFT IDEAS

Subscription to "American Neptune"

\$6.50. Write Peabody Museum, Salem, Massachusetts.

"Clipper Ships & Packets" \$2.00

Write LOG CHIPS.

while the fifth room houses material on 19th Century sailing vessels. A high-light here is the $\frac{1}{4}$ " scale rigged model of the ship PRINCE OSCAR, launched at West Hartlepool in 1864 by the later Kong Oscar II of Sweden. There is also a fine rigged model of the full-rigged brig GERDA, the last in Sweden.

At the end of this wing is the mast room, dominated by the wheel, wheel-box, binnacle, fife-rail, and mizen lowermast of the late four-masted bark BEATRICE, scrapped in 1932. Her figurehead, along with others, is also here. The next room has the midship house from the barkentine HOPPET, scrapped in 1932, and the next more 19th Century material, including three models of Roslagskutor, a popular type of coasting sloop.

Next come training activities and seamen's organizations; tattooing and sailor's handicrafts; compasses, navigation instruments, spy-glasses, and patent logs. The navigation instruments are in the cupola, and in the other end of the building are displays related to the old-time shipyards, to the present-day shipyards, and to older steam vessels. In the last category is a model of Nordenskiöld's VEGA, which first accomplished the Northeast Passage in 1878-80. One whole half of this wing is the "modern" department, illustrative of the extent and development of contemporary Swedish shipping.

The naval section, on the ground floor, has as a basis Royal model collections established at Stockholm and Karlskrona in 1752. This date assures that the bulk of the work of the great F.H. of Chapman is represented, and there is also the oldest known scale model, thought to be the work of the English shipbuilder Francis Sheldon, who migrated to Sweden about 1659.

The trophy room, in the central part of the building, is dominated by the actual stern of the royal yacht (contd. on p.28)

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ANOTHER THOMASTON BUILDER

Mr. George M. Patterson of Fairfield, Maine, has sent us some information on the shipbuilding activity of his forebears that helps round out the Thomaston material in vol. 2 of LOG CHIPS.

His great-great-great grandfather, David Patterson, is stated to have been a shipbuilder; his great-great grandfather, also David, went to sea and rose to command. David Patterson 3d, only son of Captain David Patterson, was born only a few months before his father was lost at sea. David 3d followed the shipbuilding footsteps of his grandfather at Warren, where he was born, and his first vessel was the brig NEPTUNE, 123 tons, in 1796, built under contract for his neighbors, the Lermonds. The NEPTUNE is stated to have been the second vessel owned on the Georges River, and it gave David Patterson his start in more directions than one, for in 1800 he married one of the Lermond girls.

Among the later vessels built by David Patterson were:

1805 Sloop	PEGGY	91 tons
1826 Sch	SETH & WILLIAM	
1827 Bark	COLUMBIA	64
1828 Sch	AMANDA	97

David's son, Joshua L. Patterson, George M. Patterson's grandfather, learned the shipbuilding trade in his father's yard on the bank of the Oyster River near his home and birthplace on Warren Road, and in his own time he built:

1847 Bark	ROXANNA	299
1848 Ship	FIDES	698
1850 Ship	JOHN & LUCY	991
1851 Ship	FRANKLIN KING	1100
1854 Ship	CREST OF THE WAVE	948
1856 Ship	BYZANTIUM	1048

Harvey Mills was first master of the FRANKLIN KING, and William Colley of the CREST OF THE WAVE. All these square-riggers were built for J. L. Patterson's own account, his sons Edwin and John participating in the work on the later vessels. In this period, the Hon. Joshua L. Patterson's interests included lime kilns and a general store, as well as the cribs, windlasses, and machinery for shipbuilding. The Alexander Lermond home, which had been his birthplace and the home of his father, overlooking the Oyster River and in sight of the shipyard, was used as a boarding house for his men.

His second son, John Andrews Patterson, after the death of his father, lived in the house overlooking Oyster River, and carried on the shipbuilding trade. Here were born his three children, Ralph J. Patterson (1862), George M. (1864), and Marion (1870). Henry Lermond, later with John McDonald builder of Flint & Co. vessels at Bath, and John A. Patterson had married sisters.

John A. Patterson and his brother-in-law, Joseph B. Watts formed a contracting firm, and they did the carpenter work for all Samuel Watts' vessels from the JANE FISH in 1868 to the JOHN T. BERRY in 1876, the last-named having been built in the James A. Creighton yard.

The business of shipbuilding, owing to the rigors of Maine climate, was necessarily seasonable, and during the winter Oliver Lermond joined John A. Patterson and his two sons to cut ship timber in Virginia and later near Savannah, Georgia. They cut and shipped frames for Thomaston-built vessels and sent the surplus to the Bay of Fundy. George M. Patterson writes that he went south with his father in this manner five or six times.

George Patterson later became manager of an electric power plant at Belgrade in the interior of Maine, and here, with wooden shipbuilding at Thomaston a thing of the past, his father came to design and build skiffs and rowboats to be used on Long Pond and the other Belgrade Lakes that stretched away from his front door. And here he died on 25 Sept. 1925, being laid to rest in Thomaston by his son and five grandsons.

George M. Patterson has carried on the family tradition by building models, concentrating on the type of Thomaston craft built by his father. Concerning possible plans he writes: "No plan was ever made of a vessel built before 1870. I helped my father lay down the model of a ship in a large loft. First he had made a half model from thin boards and screwed them together for the owners and captain to change and they did. Then he made a full size ship frame on the floor, and made moulds, and took the bevels off on a board. The moulds and bevel board were sent south for the carpenters to get out the frame."

Mr. Patterson also writes of a custom that the Thomaston boys observed with each new ship. "For several years I trucked every ship that left Thomaston," he says.

"By trucking I mean that I hung my cap on the gold ball at the main masthead."

SHIPBUILDING AT ALEXANDRIA, VA.

In spite of the fact that Tidewater Virginia was one of the regions that supplied white oak timber to the shipyards of Maine, as related by Mr. Patterson in the preceding story, practically no wooden shipbuilding has been carried out within the Commonwealth of Virginia. What there was, except for the activities of the Navy Yard at Norfolk, seems to have been chiefly in the Potomac region, with the greatest activity probably at Alexandria.

Alexandria lies on the right bank of the Potomac, a few miles below the head of navigation at Georgetown. It was founded in 1731, incorporated in 1749, and in 1791 was included as part of the District of Columbia. Since 1846, Alexandria, along with all the territory on the west bank of the Potomac, has been in Virginia.

According to Henry Hall, there was a public shipyard at Alexandria during the Revolution, but this did not survive and when a Navy Yard was established in the District of Columbia in 1799, it was located on the Eastern Branch, where the Naval Gun Factory now stands. There was sporadic commercial shipbuilding on the Alexandria side until the Civil War, but the real impetus to local shipbuilding did not come until after that war. The pre-war yards were Hunter's and Goodhand's, but in 1874 a concern headed by Robert Portner established the Alexandria Marine Railway and Shipbuilding Co.

The marine railway was indicated first in the firm's name, reflecting the primary concern of the company in providing maintenance services on the fleet of coal schooners that worked out of Alexandria and Georgetown in the seventies. The Chesapeake & Ohio Canal, which was completed through from Georgetown to the Cumberland, Md., coal fields in 1850, was joined by a branch canal, opened in 1843, which crossed the Potomac on an aqueduct and allowed loaded barges to go all the way to Alexandria. This aqueduct was drained in 1861 to serve as a bridge, but in 1866 it was returned to the Alexandria Canal Co. and for 20 years served both as canal and as bridge.

The first new construction attempted by the Portner yard was the three-masted schooner ROBERT PORTNER of New York, 631 tons, launched in 1876. She was followed in 1880 by the JAMES B. OGDEN of New York, 678 tons. The yard owned 1/8 of the OGDEN, and, as the name indicates, probably also owned a piece of the PORTNER.

According to Henry Hall, this yard had also built a tug by 1880, but we have not yet turned up its name. According to an item in the Alexandria "Gazette" for 21 Sept. 1880, it was understood that the shipyard had lost money on the two vessels recently built there, and in loyal Democratic fashion this was blamed on Garfield's maintaining a high tariff policy.

Hall found the yard building only a 82-ft longboat in June 1881, when he visited Alexandria, and apparently neither this craft nor the reputed tug was counted in 1882, when the launching of the "third vessel," the three-masted schooner ELLWOOD HARLOW of New York, was described on 3 July 1882. The Harlow was named for the young son of Dr. J. M. Harlow of New York City.

Overall 179 ft, the schooner officially measured 168.6 x 36 x 18.6, grossed 835 tons, and carried 1300. Her lower masts were 95, 96, and 97 feet; all topmasts 50 ft., mizen boom 65 ft., and the others 43 ft. She had a centerboard and Thayer's patent power windlass, wire standing rigging, and was copper fastened to the 10-ft waterline. Captain Nelson Edwards was her master and managing owner, with a 1/8 interest, and she cost \$38,000, or slightly under the \$50 per ton figure quoted by Hall.

Her frame of white oak was cut around Glymont by H. Spear & Co. of Charles Co., Md., a firm of transplanted Maine men. The master builder of the ELLWOOD HARLOW was also a Maine man, William H. Crawford of Kennebunkport. It seems that Kennebunkport was harder hit than almost any other Maine locality at the end of the seventies, with all the local timber gone and local capital limited. One of the long-established firms at Kennebunkport, Crawford & Ward (Ward was Crawford's son-in-law), sold out to David Clark, and Crawford took a trip to the Potomac and Chesapeake country. Finding materials plentiful at Alexandria (Hall quoted squared oak delivered at \$20@22 per thousand, pitch pine \$23@25, and oak logs delivered for about \$15 for what could be squared out of it) he leased part of the Alexandria MR & SB Co. yard, which by now had been acquired by John P. Agnew & Co., a firm of coal dealers still in business. Crawford designed a three-master, found buyers for it, and on 3 March 1882 he laid the keel of the ELLWOOD HARLOW.

Meanwhile Charles Ward had also come to Alexandria, and became associated with the Potomac Manufacturing Co., which established a yard near the older one. The Alexandria yard was at the south end of Union Street,

between Franklin and Gibbon, while the Potomac yard was a little north, at Union off was far different from the situation at a Wilkes. The first launching from the new port like Bath or Camden, where all the yard was the three-master JAMES BOYCE JR., items could be procured locally, and the on 4 Dec. 1882. She grossed 729 tons and freight and other costs incident to shipping these articles went a long way toward measured 166 x 35.3 x 19.5 ft, with a keel offsetting the lower price of lumber at length of 151 ft and overall of 176. She Alexandria.

was one of the few schooners fitted with a figurehead, and Capt. A. A. Duncan of Rockland importance after this period. The peak was listed as her sole owner. year for coal on the C. & O. canal was back

The "Record" lists the builders of the in 1871, and in 1886 the Alexandria canal BOYCE as Goss & Sawyer, but this is a mis- was abandoned and the aqueduct converted take, and it appears Goss & Ward was inten- entirely into a bridge. Freights of ice ded. Who Goss was, we have not yet disco- from the Kennebec provided some activity vered, but in reporting the launching of for a few more years, and West Indians the next schooner from the Potomac Mfg. Co. loaded full cargoes of staves at Alexandria, yard, the WILSON & HUNTING on 9 July 1883, to be made into rum or molasses barrels. the "Gazette" definitely gives Goss & Ward Another activity was shipping poplar logs as the builders, as does the "Record." The by barge to a paper mill near Philadelphia. WILSON & HUNTING was named for a Baltimore During World War I, Alexandria saw the firm who owned 3/16, while Capt. Henry E. establishment of the Virginia Shipbuilding Anderson, her master, owned 1/8. A three- Corporation, which obtained an early Ship- master of 418 tons, she was built for the ping Board contract for a dozen steel Jacksonville lumber trade and was regis- freighters of 9400 deadweight tons each. tered in Fernandina, Fla.; she is stated to Of these, ten appear to have been comple- have been the first schooner to carry a ted, as follows:

wheel-house.	1919	SS	BETSY BELL	6182
Meanwhile the Agnew yard was also busy;	1919	SS	E. A. MORSE	6059
a cargo of lumber from Darien, Ga., by the	1919	SS	GUNSTON HALL	6182
schooner JOHN J. WARD, was being awaited in	1919	SS	H. F. MORSE	6054
June 1883, and on 21 July the four-master	1919	SS	VANADA	6059
WILLIAM T. HART went down the ways at the	1920	SS	CLEMENCE C. MORSE	6061
Agnew yard. W. H. Crawford was mentioned as	1920	SS	JENNIE R. MORSE	6060
the foreman in charge on this occasion.	1920	SS	ANNA E. MORSE	6057
One of the first four-masters, the HART	1920	SS	COLIN H. LIVINGSTONE	6071
grossed 943 tons and carried 1500; she was	1920	SS	GEORGE M. MORSE	6054

198 x 38 x 19.6 ft in registered dimensions, The Naval Torpedo Factory was about the 175 ft keel and 205 ft on deck; cost just only activity at Alexandria during "World \$45,000, and had a centerboard. Capt. Jos. War II. Alexandria today is still a sea- F. Davis of Somerset, Mass., was sole owner port, an occasional small freighter with a of record. cargo of Canadian newsprint for the five

Only one more big schooner was built at Alexandria. She was started by Crawford daily newspapers of the Washington area in the Agnew yard, but because of his ill- still unloading at Alexandria's otherwise ness, she was completed by Ward and laun- idle wharves.

ched by him on 27 Oct. 1883. She was a S. EDEN'S NAUTICAL MUSEUM, contd. from p. 25 three-master with a steam hoisting engine, AMPHION, a schooner built in 1778 by Chap- measured 178 x 35 x 19.2 ft, 180 ft on deck, man and broken up in 1885. Another series and 156 keel, and carried 1100 tons on a of relics is from the great ship ELEFANTEN, gross of 753. J. P. Agnew & Co. owned 1/32; built in 1555-58 and sunk in a battle with Capt. John G. Crowley, her master, had 1/16, the Dones in 1564. The near-brackish wa- and there were several Taunton people a- ters of the Baltic have preserved her hulk, mong the part-owners. permitting portions to be recovered in re-

The experiment of bringing Maine know- cent years. how to the timber source was not a success, There are exhibits of cannon, mortars, though it does not appear to have been a and mines, and a whole room devoted to complete failure. One of the difficulties Chapman. Serving as flagstaff on the mu- of building at Alexandria was that most of seum grounds is the mainmast of the train- the outfit was unobtainable locally, so ing brig GLADAN, built in 1857 and scrapped that sails, windlasses, hoisting engines, in 1925.

BOOK REVIEWS

SPENGE MANN, Friedrich, "Südseefahrer," 162 pp., ill. Bremen-St. Magnus, the author, 1952.

Herr Spengemann occupies a unique place among his contemporaries in the field of maritime history, since he acts as his own publisher, and apparently is able to operate without regard to commercial considerations. Each year or so there appears a new booklet from his pen, well illustrated and crammed with facts about a particular phase of German maritime activity.

"South Sea voyagers" is the latest of these, and, as its title indicates, it deals with vessels that traded to the Pacific islands. The first German vessel in the Pacific was the ship MENTOR, on a China voyage via Hawaii in 1823. Later traders and whalers set up important houses in Hawaii, brought part of Samoa under the German flag along with the Marshalls, and annexed the phosphate island of Nauru.

Probably of most interest to American readers are the portions of the book dealing with the Hawaiian Islands. We learn, for example, that H. Hackfeld & Co. had a couple of vessels named A. J. POPE and W. C. TALBOT built in Bremen in the 1860's, an item that escaped the notice of the recent chroniclers of Pope & Talbot in "Time, Tide & Timber." Then there were the KALE, KA MOI, and IOLANI, Bremen-built but flying the Hawaiian flag.

There are a few misspellings in ship's names, in particular some transpositions of "I" and "J," so that two of the ships mentioned appear as "JOLANI" and "A. I. POPPE."

HAKINS, Clifford W., "Log of the HUIA; a record of the schooner, 1894-1951," 107 pp 64 ill; charts and plans. The author, Auckland, N. Z., 1951. Price 13/6 (\$1.35).

The number of vessels that have had individual book-length biographies published is pitifully small, compared with the number of captains, naval officers, and owners that have had such recognition. To this small but growing bookshelf has now been added a new edition (the first was printed in 1947) of the history of the New Zealand two-masted topsail schooner HUIA.

The HUIA was built as a lumber carrier by James Barber at Aratapu in 1894, her tonnage (net) being just under 200 so that she had to carry only two certificated officers. In 1898 she was given a San Fran-

cisco Union gas engine as auxiliary, and in 1912 was bought by the Nobel interests to distribute explosives imported by steamer to New Zealand. She was retired from this trade in 1949, having been without her yards since 1940, and on 26 Jan. 1951 was lost off the south end of New Caledonia.

The illustrations include lines, sail plan, and flags flown by the HUIA during her long career, as well as numerous excellent photographs.

BERGENS SJØFARTSMUSEUM, Årshefte, 1951. 42 pp.; ill.

The latest edition of the yearbook of the Bergen Nautical Museum contains a well-illustrated history of the motorship since the building of the VANDAL in 1903, by M. L. Michaelsen, and an account of the last voyage of the full-rigger HØVDING in 1913-1914 by Thomas Hauge.

FORBES, Allan, and Ralph M. EASTMAN, "Yankee Ship Sailing Cards, volume III," 99 pp. State Street Trust Co., Boston, Mass., 1952.

Sailing cards are all the vogue these days, and even ladies' scarves are showing reproductions of them. To the State Street Trust Company must go the credit of drawing public attention to this purely American commercial art form.

In this, their third and last pamphlet on the subject, the authors have concentrated on a selection of the most attractive and unusual of the existing cards. A total of 42 is reproduced in full color, with more or less information about the ships being advertised and the men connected with them, mostly from readily available sources.

BELLON, Luis, "Pesca y utilizacion del boqueron y de la sardina en las costas de Malaga." 115 pp., 13 pl. Boletin del Instituto Espanol de Oceanografia, No. 30, Madrid, 1950.

This is a technical study of the sardine and anchovy fishery on the Malaga coast of Spain. Those interested in local craft will find detailed drawings (but not plans) of the boats used in fishing with the jabega and sardinal nets, and complete descriptions of the fishing gear. There is also a color plate showing the painting of a barca de jabega, which has a red bottom and white topsides, a blue band below the gunwale, and touches of green, yellow, and orange. Eyes on the bows complete the design.

SAILING SHIP NEWS

AFRICAN QUEEN, Br.aux.4m.Sch (ex BADGER ex WESTWARD ex DANEFOLK). Lying at N. Shields since end of 1951, having previously been converted to a floating shark-fishing factory. Sale price was cut from £150,000 to £100,000; in July 1952 finally sold for £80,000 to Alpha West (England) Ltd.

ALASTOR alias BOUNTY, Br.bark. Has been broken up.

CARL VINNEN, Ger.aux.5m.Sch, 19 Aug.left Gibraltar in tow GULOSENFJORD; 31 Aug. arr.Hamburg. Fate in doubt.

DANMARK, Dan.aux.tr.ship. 23 Sept.passed Ushant from Copenhagen; arr.Madeira 14 Oct.; sailed 19th.

EAGLE, USCG aux.tr.bark. 1952 schedule was leave N.London 9 June; at Oslo 1 to 5 July; Copenhagen 6 to 11 July; 2 days at Teneriffe; 16 Aug.return N.London. 18 Aug.sail; at Bermuda 28 Aug.to 1 Sept.; return N.London 8 Sept.

EXPEDITION, sch. (ex SADIE M.NUNAN; see LC v.1, p.61). Bought for \$10 by Gloucester Maritime Museum Corp.to be preserved at Gloucester as a memorial.

FOZ DO DURO, Port.m/v (ex ABRAHAM RYDBERG). 12 April left Antwerp for Sydney; left Colombo 17 May, Melbourne 15 June, Sydney 28 June, Auckland 19 July, Colombo 12 Sept., Port Said 3 Oct., arr.Lisbon 16 Oct; 24th sailed for Genoa.

GIORGIO CINI, Ital.aux.bktn. Trains seamen's and fishermen's orphans out of I. S.Giorgio Maggiore, Venice. Donated by Vittorio Cini in memory of his son Giorgio, killed in an air accident.

JOSE GASPAR, 3m.Sch.(ex WILLIAM BISSETT). Too old to take part in this year's Gasprilla festival at Tampa, she has been sold to be beached for conversion to a night-spot at Tampa.

MADALAN, Port.aux.bgn. 19 Aug.arr Providence 20 d.from St.Vincent CVI with 19 passengers and 5 bbl tobacco. Sale previously reported has fallen through. 15 Nov.sailed on return; ashore same day on Halfway Rock, Narragansett Bay; 29 pass.taken off by Navy launch; floated 16th by Coast Guard, reloaded passengers at Newport, R.I., and proceeded.

MERCATOR, Belg.aux.tr.bktn. 8 Sept.left Antwerp for Ghent; returned 30 Sept.

MOSHULU, Ger.hulk. Arr.Hamburg prior to 30 August; fate in doubt.

PACIFIC QUEEN, ship. 18 Oct.arr San Francisco 3d.from Long Beach in tow KANAK. Lying at Sausalito. May be acquired by S.F.Maritime Museum.

PAMIR, Ger.aux.4m.tr.bk. 17 Oct.arr Antwerp from San Lorenzo; 29 Oct.arr Rotterdam.

PASSAT, Ger.aux.4m.tr.bk. 8 Aug.arr Santos; left 15th; 24 Aug.arr Diamante. 3 Sept. left for Hamburg via Buenos Aires.

RESULT, Br.aux.3m.Sch. 11 July called at Penzance to load scrap iron for South Wales.

STATSRAAD LEHMKUHL, Nor.aux.tr.bark. 28 July left New York; arr Bergen 25 August.

(With thanks for items to Bob Applebee, Bob Goddard, Karl Kortum, Alan Villiers, and Captain Leighton Robinson.)

NEWS AND NOTES

REVOLUTIONARY GUNBOAT RAISED

A 54-foot American gunboat, beached and burned by Gen.Benedict Arnold in Oct.1776, has been raised from 7 feet of water and 4 feet of mud in Lake Champlain near Panton, Vermont. She will be preserved in a museum on the New York side of the lake.

NEW INDONESIAN TRAINING SHIP

Jürgen Meyer and Alan Villiers send news of a barkentine being built by H.C.Stülcken Sohn at Hamburg as a training ship for the Indonesian Government. Accommodating 78 trainees, she will closely resemble the Jugoslav JADRAN. She will displace 810 tons, and the keel-laying was scheduled for 15 October. Her name will be DEWARUTJI.

SAN FRANCISCO BAY STERNWHEELERS

Three former Bay and river boats are entering new services. The DELTA KING becomes a bunkhouse on a construction project in British Columbia. PETAJUMA is now a floating restaurant at "Jack London Square", at the foot of Broadway in Oakland, Calif. We had an excellent abalone dinner aboard her not long ago. CAPITAL CITY is scheduled for similar service in the Aquatic Park, San Francisco, near the Maritime Museum.

PORTUGUESE BANKER LOSSES IN 1952

Alan Villiers writes that three of the three masted Portuguese cod fishermen were lost this year, along with a four-master, the SENHORA DA SAUDE.

VILLIERS WORKING ON BOOK

From other sources, we hear that Alan Villiers is working on the story of the last Cape Horners. It will not be detailed histories of hundreds of vessels, like Lubbock's works, but rather the complete picture of the operating, financing, and handling of the vessels, with case histories of some of the outstanding ships.

THE CARLLS OF LONG ISLAND

One of the best measures of the level of progress of a shipbuilding locality is the success that its apprentices have when they embark on shipbuilding ventures of their own. In the case of Port Jefferson it is possible to trace the activities of its former apprentices in several different directions, one of the most notable examples being the careers of the Carll brothers.

They were born in Huntington Township, Suffolk County, the 4th and 5th children of Eliphalet Carll (1797-1843) and Susan Smith Carll, who had 9 children altogether. David was born in 1830, and Jesse Jr. (as he called himself; today we would call him Jesse 2d) in 1832. Where David was taught his trade we have not yet learned, but Jesse was apprenticed at 17 to J.M. & C.L. Bayles at Port Jefferson, the year after his father was killed in a hunting accident.

In 1854 D. & J. Carll went into partnership at Northport, having as capital \$400 from their father's estate. Their first work was two 80-ton sloop lighters for Seth R. Robbins of Brooklyn, after which they built the following vessels:

1855	Bark	STORM BIRD	528
1855	Sch	STORM CLOUD	195
1857	Sch	JOSEPH NICKERSON	198
1858	Sch	ORVETTA	171
1859	Sch	HELEN BURTON	(150)
1860	Sch	WILLIAM MAZYCK	93
1861	Sch	LUCETTA	(250)

The tonnages in parentheses are from Stephen Titus' "History of Suffolk County," the others from "American Lloyd's Register" for 1862. There are a portrait and biography of Jesse Carll in Munsell's "History of Suffolk County."

The brothers ran into hard luck with the STORM BIRD. She was built in a hurry under a \$35,000 contract with Appleton Oak Smith, being launched in 87 days after keel-laying, and the men were paid \$4 or \$4.50 a day. They allowed the owner to take possession with the last \$7000 still due, and he ran out on them, leaving them \$4000 in debt. But they managed to overcome this handicap, and when they split up the partnership in 1865 they divided \$50,000 in property.

The STORM BIRD was owned in Memel, East Prussia, in 1862, while the STORM CLOUD had gone out to San Francisco and was owned by Bowne Bros. The builders owned $\frac{1}{4}$ of the JOSEPH NICKERSON, which was a keel vessel, and when she was 15 or 20 years old Jesse

Carll bought her together with Yates & Porterfield of New York, a leading firm in the African trade. They made several voyages to Africa with her until she was finally captured and destroyed by natives up the Congo.

The ORVETTA became a U.S. Navy mortar schooner in the Civil War, while the WILLIAM MAZYCK was built for Capt. J. Conklin of Smithtown, trading to Georgetown, S.C., and was named for a rice-planter there. The LUCETTA was a fruiter, stated to have been the second of her kind built.

During the Civil War period the brothers engaged in repair work, and in 1865 they separated, David moving to City Island, which is closer to New York City. Staying at Northport, Jesse specialized in repair work, keeping 25 to 95 men busy, but he also built:

			gross tons
1866	Sch	GODDESS	219
1867	Sch	JESSE CARLL	217
1867	Brig	MOSES ROGERS	383
1868	Sch	GAILLARD	(80)
1868	Two sloop lighters,	each	(90)
1868	Sch	ANN E. CARLL	299
1869	Sch	FRANCIS E. HALLOCK	215
1870	Brig	OSSEO	454
1870	Sloop	FARMER	53
1871	Sch	FLORANCE	(160)
1871	Sloop	MARY & MARTHA	(100)
1872	Sloop	--	(75)
1874	Bark	CARRIE L. TYLER	565
1874	Sch	JOSEPH RUDD	368
1874	Sch	HERBERT E.	392
1875	Sch.Y.	ADDIE VOORHIS	35
1875	Sch	FRANCES	385
1876	Sch	ANNIE E. WEBB	101
1877	Sch	EMMA RITCH	268
1878	Bark	MARY A. GREENWOOD	645
1882	Sch	FANNIE BROWN	508
1883	Sch	ALLIE R. CHESTER	449

Jesse Carll also rebuilt the schooner yacht CLIO in 1873, lengthening her 12 ft and increasing her tonnage to 42, and he also rebuilt a schooner yacht named ARIEL that subsequently made a voyage to California via Magellan Strait.

Jesse Carll married Ann Eliza, daughter of Aaron Jarvis of Huntington, in 1859 and they had 10 children. Their son Jesse A. Carll, born in 1864, was trained as a shipbuilder.

Of the vessels built by Jesse Carll, the MOSES ROGERS was in the Malaga trade under Capt. Edward M. Jones of Cold Spring. The JESSE CARLL was also a fruiter; she was lost in a storm on the Spanish coast while discharging in an open roadstead. The ANN E. CARLL, Capt. Benj. Tyler, was ashore once off Norfolk and again on Block Island, and was

floated both times. Finally, about 1878, she was wrecked on a key 60 mi from Cienfuegos. The crew was nearly eaten by alligators, but they ended up eating the alligators themselves before they were finally rescued by a Spanish gunboat. The vessel was still whole, but the cost of floating her was considered prohibitive.

The brig OSSEBO was another Mediterranean trader, costing \$40,000, and the builder owned 1/3. He also owned in the CARRIE L. TYLER, and had 5/16 of the JOSEPH RUDD. This vessel was a centerboarder with two decks and cost \$34,000. She was managed by Woodhouse & Rudd of New York, and once was carried two miles inland in a hurricane at Brazos, off the mouth of the Rio Grande. Her owners spent \$23,000 in digging a canal, and succeeded in floating her after a year of work. The HERBERT E., which cost \$35,000, was also in Woodhouse & Rudd's Texas trade.

Carll owned 3/8 of the MARY A. GREENWOOD, Capt. Tooker, and built the ALLIE R. CHESTER, commanded by Capt. George Tyler of Smithtown, for his own account. The FANNIE BROWN was owned mainly in Richmond, Va.

About David Carll we do not know as much. At City Island he concentrated on yacht work. Many yachts owned in New York City winter at City Island and are outfitted there in the spring. Owners in the seventies and eighties experimented a good deal with their yachts, rebuilding and lengthening them, and David Carll had considerable work of this nature. From time to time he also undertook commercial work. Here is a partial list of the vessels built or rebuilt at City Island by David Carll. For those starred with an asterisk we have yet no proof that he actually was the builder, but since no other builder operating at City Island during the period has yet come to light, we assume David Carll was responsible:

1866 Sch.Y.	VESTA	119
1869 Sch.Y.	MAGIC (rebuilt)	46
1871 Sch.Y.	RESOLUTE	119
1871 Tern	POTOSI	363
1872 Sch.	*JOHN K. SHAW*	379
1873 Sch.Y.	ATALANTA	86
1874 Sch.	*WILLIAM DOUGLAS*	132
1875 Sch.Y.	STEPHEN D. BARNES	91
1876 Sch.	DAVID CARLL	124
1876 Sch.	ADELAIDE J. ALCOTT	382
1877 Sch.Y.	AMBASSADRESS	232
1878 Tern	WILLIAM H. BAILEY	439
1880 Sch.Y.	SIREN (altered)	44
1880 Sch.	*JESSIE*	211
1881 Tern	SAUEL S. THORP	528

1882 Sloop Y.	PHOEBE	--
1883 Sm. Sch.	SUE WILLIAMS	663
1884 Sch.Y.	NIRVANA	53
1885 Sch.	*DAVID CARLL*	66

Regarding David Carll's merchant schooners, Mr. Forman T. Bailey of Asbury Park, N. J., writes: "My father, Captain George Bailey, had schooners built for him by H.M. Bean of Camden, the New England Shipbuilding Co. and Kelley, Spear & Co. of Bath, and many others, although his favorite was the three-master WILLIAM H. BAILEY, built for him by Carll in 1878.

"Father and others often related to me that when the ADELAIDE J. ALCOTT was new, she was the fastest schooner on the coast, especially with the wind free, which prompted him to have Carll build the WILLIAM H. BAILEY for him. The BAILEY truly was a beautiful vessel, very handy and very fast. The old Jersey captains (and there are a few left) claim the BAILEY, in her day, was one of the fastest vessels on the coast, if not the fastest, to windward, and that only the ALCOTT could outsail her with a free wind.

"The ALCOTT was finely modeled, quite flat and very shoal draft, and could fairly fly with her sheets lifted, while the BAILEY drew considerably more and had quite some dead rise."

IRISH PENNANTS

MORE ON MATHERS— Mr. Albert G. Hallock sends us some notes concerning our story in the last number (pp. 14-16). We omitted to list sloop ACTIVE, built by W. L. Jones in 1834. Captain Jones retired in 1845, having installed the marine railways in 1844. John T. Mather sold the shipyard in 1909 to the Radel Oyster Co., and it was the latter firm that resold it to the Shipping Board.

SILAS HAND IDENTIFIED— Mr. Hallock also informs us that a leading Setauket genealogist confirms that Silas Hand (p. 17) was Nehemiah Hand's brother. Captain Thomas W. Rowland was their half-brother; he was the designer and sailing-master of the slave-yacht WANDERER (LC, v. 2, p. 128).

GERMAN LIST— Dr. Jürgen Meyer reports: p. 107 KALLISTO rn FISHERMAN II (yacht); now MINURO of Los Angeles
p. 107 STORMVOGEL II rn HEIMAT
p. 108 ANNA (not ANA) rn O. D. AHLERS, later REIHERSTIEG later TONI (1922)
p. 108 PERU later FRITZ later STORSKOG
p. 108 PHOS was a ship, not a bark
p. 117 HAMBURG rn THOR; p. 118 J. C. JULIUS rn SVARDSTAD; p. 120 ELPOMENE rn TERCERA.

THE FRENCH SHIPPING SUBSIDIES

The French building lists in this and the two previous issues of LOG CHIPS make better sense when viewed in the light of the subsidy laws. As promised in July, we now give a brief resume of these laws.

Free trade in France was established by an act passed 19 May 1866, which repealed former laws penalizing cargoes not carried under the French flag or the flag of the country of origin. As an offsetting measure against the rather disastrous effect free trade had on French shipping, a subsidy law was enacted on 29 January 1881.

It provided both a building subsidy and an operating subsidy. The building subsidy, which was designed to offset the effect of the tariff on shipbuilding costs, amounted to Fr.60 per gross ton for iron or steel vessels, 40 for composites, 20 for wooden vessels over 200 tons, and 10 for wooden vessels under 200 tons. For steamers there was an additional premium of Fr.12 per 100 kg for the installed weight of main and auxiliary machinery, including boilers.

As compensation for the burdens assumed by the merchant marine in recruiting and service in the Navy, a subsidy was paid all vessels engaged in foreign trade. For each net register ton and each 1000 miles covered, based on the direct route between ports, a French-built vessel was paid Fr.1.50 in the first year after passage of the act. This amount was decreased by 7½c yearly for wood or composite vessels and by 5c for iron ships. Foreign-built ships received half the amount paid French-built ships.

It appears that the 1881 subsidy had little encouraging effect on the French merchant marine. Freight rates fell to new lows in the eighties as dozens of new cheaply-built steam tramps were launched on the Clyde and the North East Coast; meanwhile the French merchant marine declined to ninth rank among the nations of world, just above that of Greece. Only six large sailing vessels were built during the 10 years the law was in effect.

A new law was therefore enacted on 30 Jan.1893, with increased benefits. The building subsidies were set at Fr.65 for iron or steel vessels, 40 for wooden over 150 tons, and 30 under 150. Machinery, boilers, auxiliary machinery, and even mechanical ventilators, either in steamers or in sailing vessels, drew a subsidy of Fr.15 per 100 kg.

Like the previous one, the 1893 act

expired in 10 years, but the operating subsidies under it were payable for a total of 10 years for any vessel built in France during the 10-year period, if a sailing vessel over 80 gross tons or a steamer over 100. Again figured on the basis of 1000 miles covered, but on gross tonnage, the bounty was set at Fr.1.70 for a sailing vessel, diminishing yearly by 8c for a wooden hull or 6c for iron/steel. Steamers were paid Fr.1.10, diminishing 6c or 4c yearly, respectively. Foreign-built ships which became French before 1 Jan.1893 received half these amounts.

The above subsidies applied to "long voyages", defined as beyond the limits of 30° and 72°N latitude and longitudes 15°W and 44°E of Paris. Vessels trading to foreign countries within these limits -- the "international coasting trade" -- received two-thirds of the stipulated amounts. Four percent of the subsidy was withheld for the support of marine hospitals.

As the lists on pp.35-36 show, French owners were slow at first to take advantage of this new law. Some established firms, notably A.D.Bordes, began to build up their fleets by 1896; but in 1897 freight rates began to rise, and by September 1897 a shipbuilding boom had been touched off. For the next five years every shipyard in the land was swamped with work. It is stated, although the documentation is not given, that in many cases these yards were really only assembly shops, putting together hulls that had actually been fabricated in Britain and shipped knocked-down across the Channel. If this is so, it anticipated by some 15 or 16 years a method of production that was introduced into America in World War I for the "fabricated" (or "pre-fabricated" as it now would be called) steamship.

Capital was attracted not only from French investors, but from shipping men in other countries as well. Thus a San Francisco ship-chandler named Leon Blum became heavily interested in the Societe des Voiliers Nazairiens, which built the LEON BLUM and HELENE BLUM; while the German ship-owner R.C.Rickmers was a director of the Cie.Maritime Francaise. At his insistence, this firm built a series of full-riggers with a respectable sail plan, while most of the other firms were going in for lightly-sparred barks.

The net tonnage of sailing vessels under the French flag increased from 199,000 in 1896 to 468,000 in 1903, of which 397,000 tons was still on French registry in 1914.

Was all this of benefit to France in the long run? It appears that it certainly was. At the outbreak of World War I, there were some 112 big sailing vessels built on the bounty system still under the tricolor. Assuming each 2000-ton vessel sailed 30,000 miles per year, she would have earned an average of 84,000 francs per year or Fr 840,000 over the 10-year subsidy period. Add the building subsidy of Fr.130,000, and the cost per ship to the French taxpayer was Fr.970,000. Even if double this amount should be allowed for vessels lost or sold foreign before 1914, each of the 112 vessels on hand represented an outlay of about two million francs.

Neglecting the beneficial effect on the French economy of the foreign exchange earned by these vessels in their trading, consider only that in 1917, when the shipping shortage forced the French Government to initiate a program of building wooden auxiliary schooners in America, each schooner, with a deadweight capacity equal to that of a 2000-ton steel sailer, cost initially $3\frac{1}{2}$ million francs, and the price went steadily upward before the total program of 50 schooners was completed.

Consider also that the cost of these American-built wooden vessels was ultimately shoved off on the American taxpayer through the mysterious workings of "war debts," and let us be thankful for the fact that the existence of the bounty-fed French square-riggers made it unnecessary to build 100 of the schooners.

When the 1893 law expired, it was replaced by an act effective 7 April 1902. The sailing ship building boom was effectively ended by a provision that the 1893 subsidies applied only to vessels begun before 1 May 1902 and completed by 30 Jan. 1903; while only 45,000 gross tons could be begun between 1 Jan. and 1 May 1903. Ceilings were placed on the number of eligible tons built each year, and on the total tonnage that could qualify for subsidy. More important, as far as sailing vessels were concerned, was the method of computing the mileage bounty. It was still Fr 1.70 per ton per 1000 miles for vessels under 600 tons, but above that size it was decreased 10 c per 100 tons, so that a 1000-ton vessel received only Fr 1.30; but what was worse, vessels larger than 1000 tons were paid only on the basis of 1000 tons.

As the list on pp.8-9 shows, this law effectively ended the building of large sailing vessels in France. (Listing CORNIL

BART on p.8 as built in 1903 was an error; she belongs down with BONCHAMP in 1902.) But in encouraging the building of smaller vessels the law was a failure. Only one vessel, the 793-ton ANTOINETTE, was built to qualify under the 1903 provisions for sailing vessels. She was too small for voyages around the Capes and too big for the West India trade, and no other sailers of her size were attempted.

One other feature of the 1903 law appears to confirm the charge that under the 1893 law French vessels could sail round the world in ballast and still make money from the subsidies. The 1903 law contained a provision that the bounty was not payable unless a cargo at least $2/3$ the gross tonnage was carried for at least $2/5$ the distance sailed from departure from a French port until return to France.

So ended the greatest peacetime boom in shipbuilding since the clipper days of the fifties.

The lists on pp.35-36 have exhausted for the time being our available material on French sailing vessels. We plan to take up the earlier vessels at some future date.

THE CALIFORNIA HISTORICAL SOCIETY

Mrs. Rogers Parratt, managing director of the California Historical Society, 456 McAllister Street, San Francisco 2, quite rightly calls us to task for not visiting her nautical exhibits on our recent trip to San Francisco. The Society maintains a museum and gallery which is open to the public from 10 to 4 on weekdays and 9 to 12 on Saturdays. A library is open to members and recommended persons during the same hours.

The maritime material includes a number of logbooks and journals, notably from the OMAHA and BROOKLINE, otter-skin and hide traders on the coast of California in 1827-29; and the steamer PANAMA in 1849. Also there are the diaries of Chester Lyman, an early traveller to Hawaii and the West Coast. Another important collection comprises the papers of Capt. Josiah N. Knowles, sometime master of the clippers WILD WAVE and GLORY OF THE SEAS. In the GLORY he made a run from New York to San Francisco in 96 days in 1873-74, a time never since equalled, while in 1875 he made the passage from San Francisco to Sydney in 35 days, the all-time record. Wrecked on Oeno Island in the WILD WAVE in 1858, he sailed a small boat to Pitcairn and there built a schooner in which he safely reached Nukahiva.

STEEL SAILING VESSELS BUILT IN FRANCE (contd. from p.21)
1898

	Ateliers et Chantiers de la Loire, Nantes	
BOURBAKI	Bark 2297 S.A. des Voiliers Nantais, Nantes.	Scrapped 1927.
GENERAL DE BOISDEFFRE	Bk 2307 Guillon et Fleury, Nantes	Missing 1917.
GENERAL DE CHARETTE	Bark 2297 Leon Guillon, Nantes.	Lost Sept. 1900.
MAC MAHON	Bark 2297 Soc. des Voiliers Nantais, Nantes.	Scrapped 1928.
MARECHAL DAVOUT	Bark 2297 Guillon et Fleury, Nantes.	Sunk 1917 by WOLF.
MARECHAL LANNES	Bark 2297 Guillon & Fleury, Nantes.	Missing 1899.
(completed 1899)		
	A. Dubigeon, Nantes-Chantenay	
ANJOU	Bark 2069 R. Guillon, Nantes	Lost 4 Feb. 1905.
BRETAGNE	Bark 2064 R. Guillon, Nantes	Abandoned off C. Horn Aug. 1900
GRAND DUCHESSE OLGA	Bark 2064 S.A. des Armateurs Nantais, Nantes.	
MOSVOLD	1911 Pedersen & Mosvold, Farsund	
SAGITTA	1915 S.O. Stray, Kristiansand.	Submerged 1917.

Forges et Chantiers de la Mediterranee, Gravelle, Havre.

ERNEST SIEGFRIED	4m. Bk 3231 Brown & Corblet, Havre.	
SAINT CATHERINE	1911 Soc. Nav. de l'Océanie	
SEINE	1912 A.D. Bordes et fils, Dunkirk.	Scrapped 1923, Bilbao.

1897

Forges et Chantiers de la Mediterranee, La Seyne

ANTOINETTE	4m. Bk 3033 A.D. Bordes et fils, Dunkirk.	Lost 1918.
JACQUELINE	4m. Bk 3034 A.D. Bordes et fils, Dunkirk.	Submerged Sept. 1917.

Ateliers et Chantiers de la Loire, Nantes.

ATLANTIQUE	4m. Bk 3094 A.D. Bordes et fils, Dunkirk.	Scrapped 1926.
JEAN BAPTISTE	Bark 1951 V. Vincent, Nantes.	
ENDSVOLD	1911 A.T. Simonsen, Oslo	
HOVDA	1915 Johs. Brun, Tønsberg	
STORENES	1916 S.O. Stray & Co., Kristiansand.	Submerged 1917.
LOIRE	4m. Bark 3094 A.D. Bordes et fils, Dunkirk.	Scrapped 1924.

A. Dubigeon, Nantes-Chantenay

ALICE	Bark 1511 Cie. Nat. d'Affrètement, Havre.	
MARIE MADELEINE	1904 Brown & Corblet, Havre.	Dismasted 1913 off Montevideo.
MARIOTA	1913	
SYVSTJERNE	1917 Herman Jacobsen & Co., Sarpsborg.	
ALBERT HOEG	1918 J. J. Larsen, Odense.	Wrecked 13 Feb. 1919

Forges et Chantiers de la Mediterranee, Havre

EMILIE RENOUF	4m. Bk 2924 Brown & Corblet, Havre.	Wrecked 6 Feb. 1900
JACQUES	Bark 1941 G. Ehrenberg, Havre.	
STRIX	1915 L.S. Skuusgaard, Oslo.	Out of register, 1918.
MARGUERITE MOLINOS	Bark 2005 Soc. Voiliers Français, Havre.	Scrapped 1928.

Laporte et cie, Grand Quevilly, Rouen

AMIRAL TROUDE	Bark 1949 R. Guillon & Co., Nantes.	Torpedoed Sept. 1917.
ASIF	4m. Bk 2954 D'Orbigny, Faustin & Cie., La Rochelle.	Lost Dec. '19.
CAMBROUNE	Bark 1943 Soc. des Voiliers Nantais, Nantes.	Submerged 1917.
CANROBERT	Bark 1942 Soc. des Voiliers Nantais, Nantes.	
CLITRE	1907 O. Gotaas, Lysaker, Oslo.	Scrapped 1923.
DUNKERQUE	4m. Bk 3538 A.D. Bordes et fils, Dunkirk.	Scrapped 1924.
EUROPE	4m. Bk 2957 D'Orbigny, Faustin & Co., La Rochelle.	War loss '17.
GENERAL NEUMAYER	Bark 1939 N. Guillon, Nantes	Scrapped 1924.
QUEVILLY	4m. Bk 3482 H. Prentout-Leblond & E. Leroux, Rouen	

DEODATA (M/V) 1923 Chr. Hannevig, Oslo. War loss Oct. 1939

(Erratum--COLBERT (1894) on the next page was a 1608-ton bark, owned by Alexandre Viot, Nantes)

Forges et Chantiers de la Mediterranee, La Seyne
 PERSEVERANCE 4m.Bk 3006 A.D.Bordes et fils, Dunkirk. Submerged Sept.'17.
 RHONE 4m.Bk 3017 A.D.Bordes et fils, Dunkirk. Scrapped 1923.
 WULFRAN PUGET 4m.Bk 2990 A.D.Bordes et fils, Dunkirk. Scrapped 1926.
 Ateliers et Chantiers de la Loire, Nantes
 CAROLINE 4m.Bk 3013 A.D.Bordes et fils, Dunkirk. Lost Sept.1901.
 MADELEINE 4m.Bk 3026 A.D.Bordes et fils, Dunkirk. Lost June 1911.
 MONTMORENCY 4m.Bk 3011 A.D.Bordes et fils, Dunkirk. Scrapped 1926.
 A. Dubigeon, Nantes
 BELEM Bark 543 Denis Crouan fils, Nantes.
 FANTOME 1914 Duke of Westminster (yacht) Still afloat.
 Forges et Chantiers de la Mediterranee, Gravelle, Havre.
 PRESIDENT FELIX FAURE 4m.Bk 2860 Cie.Havraise du Nav., Havre. Wrecked 1908.
 Laporte et cie, Rouen.
 REINE BLANCHE Bark 1946 Guillon et Fleury, Nantes. Scrapped 1923, Spain.
 1895
 Laporte et Cie, Rouen
 GENERAL MELLINET Bark 1943 Soc.des Voiliers Nantais, Nantes.
 GUNVOR 1906 G.O.Brøvig, Farsund. Lost 25 Apr.1912
 LAMORICIERE Bark 1931 Soc.des Voiliers Nantais, Nantes. Missing 1904.
 LOUIS PASTEUR Bark 1931 Guillon & Fleury, Nantes. Scrapped after W.War I.
 1894
 Ateliers et Chantiers de la Loire, St.Nazaire
 COLBERT 1905 G.C.Brøvig, Farsund.
 KETTY 1916
 DANAE 1916
 SIRIUS 1916 Torpedoed 1917
 A. Dubigeon, Nantes
 JULES VERNE Bark 1520 Guillon & Fleury, Nantes
 FRANCIS HAGERUP 1903 O.J.Olsen, Tønsberg
 CONSUL N. NIELSEN 1916 Aage Nielsen, Nykøbing, Denmark
 DUGUESCLIN Bark 1544 L.Bureau et fils, Nantes.
 LYSGLIMT 1905 Herman Jacobsen, Sarpsborg
 SEMEDAL 1915 S.O.Surey, Kristiansand. Scrapped 1927.
 Anciens Etablissements Cail, St.Denis
 GENEVIEVE Bark 1101 Cie.Nationale d'Armement, Havre
 ERLING 1903 Aas & Cappelen, Fredrikstad. Scrapped about 1925.
 1893
 Cie. General Transatlantique, St.Nazaire
 ALICE ISABELLE Bark 612 P.Besard et fils, Sables d'Olonne (Tanker)
 DIESELEA 1909 Vallo Oilizafinaderi, Norway
 ASTRID 1918 C.From Holm, Copenhagen. Scrapped 1923
 A. Dubigeon, Nantes
 CLAIRE MENIER Bark 481 Denis Crouan fils, Nantes.Lost 1903 Brazil coast.
 DENIS CROUAN Bark 421 Denis Crouan fils, Nantes.
 DISA 1908 H.J.Stangbye, Oslo. Converted to auxiliary, 1918
 STAVSTEIN 1924
 TILLE 1924 Schenck & Orth, Hamburg. Foundered off Peru coast 1938.
 LOMBARD Bark 452 Deville, Nantes. 1897 lost at entrance to Cete.
 Forges et Chantiers de la Mediterranee, Gravelle, Havre
 ASIE Bark 879 H.Auger, aine, Havre. Lost with all hands 1902.
 (originally 831 tons; lengthened 1895)